

HELP FOR WOMEN WHO ARE ALWAYS TIRED.

"I do not feel very well. I am so tired all the time. I do not know what is the matter with me."

You hear these words every day; as often as you meet your friends just so often are these words repeated. More than likely you speak the same significant words yourself, and no doubt you do feel far from well most of the time.

Mrs. Ella Rice, of Chelsea, Wis., whose portrait we publish, writes that she suffered for two years with bearing-down pains, headache, backache, and had all kinds of miserable feelings, all of which was caused by falling and inflammation of the womb, and after doctoring with physicians and numerous medicines she was entirely cured by



Mrs. Ella Rice

Lydia E. Pinkham's Vegetable Compound.

If you are troubled with pains, fainting spells, depression of spirits, reluctance to go anywhere, headache, backache, and always tired, please remember that there is an absolute remedy which will relieve you of your suffering as it did Mrs. Rice. Lydia E. Pinkham's Vegetable Compound is the greatest medicine for suffering women. No other medicine has made the cures that it has, and no other woman has helped so many women by direct advice as has Mrs. Pinkham; her experience is greater than that of any living person. If you are sick, write and get her advice; her address is Lynn, Mass.

FRAUD ORDER ASKED

Against Those Who Are Working the Durkee Claim.

Washington, May 9.—The treasury department is preparing a letter to the postoffice department asking that a fraud order be issued against parties representing themselves as interested in the Durkee claim. This claim is an old one, dating back to Pacific railroad days. Durkee at one time being governor of Utah territory. The original amount was \$54,000,000. The case has been in the supreme court of the District of Columbia, and rejected.

Yesterday a lawyer called on Secretary Gage with two witnesses and made a demand for \$25,000. "I refuse to pay it," asserted Secretary Gage, "for the reason that I would be subject to impeachment and imprisonment."

"Very well," retorted the lawyer, "I have witnesses to your refusal."

It is stated at the treasury that many persons have been induced to buy stock in this "Durkee claim" and for this reason it is proposed to ask for the issue of a fraud order.

Fought For His Life.

"My father and sister both died of consumption," writes J. T. Weatherhead of Wyandotte, Mich., "and I was saved from the same frightful fate only by Dr. King's New Discovery. An attack of pneumonia left an obstinate cough and very severe lung trouble, which an excellent doctor could not help, but a few bottles' use of this wonderful medicine made me as well as ever and I gained much in weight. In fact, I am now as strong as a horse. I have throat and lung trouble. Trial bottles free. Guaranteed bottles \$2.00 and \$3.00 at A. J. Arnold & Son, 321 North Kansas avenue.

Summer Tours via Santa Fe Route.

If you are planning a trip this summer send for illustrated booklets and folders giving information, hotel rates, points of interest, etc., of the Northern Lake Resorts, The Buffalo Expedition, The St. Lawrence River and Colorado. See or address T. L. King, Agent, A. T. & S. F. R. L., Topeka.

It Saved His Leg.

P. A. Danforth of LaGrange, Ga., suffered for six months with a terrible swelling on his leg, but writes that Bucklen's Arnica Salve wholly cured it in five days. For cures of other troubles see the best salve in the world. Cure guaranteed. Sold by A. J. Arnold & Son, 321 North Kansas avenue.

Oil Stamped in Colorado.

Pueblo, Colo., May 9.—A report to the chief from Florence, Colo., says the strongest flow of oil yet encountered in the Florence district was made today by W. L. Weaver & Co., three miles south of the city at a depth of 100 feet. The strike has created a stampede to the territory.

C. F. Meninger, M. D., office 127 Kansas ave. Tel. 15. Office hours 2 to 6 p. m.



arrests falling hair. Cures Dandruff, Brittle Hair, Itching and all scalp troubles. Fully guaranteed to cure or your money back.

"Coke Dandruff Cure is quick, effective, harmless. It cures itching, dandruff, and all scalp troubles. National Home, Wis." Judges of awards at Paris Exposition, 1889. Dandruff Cure to be the only genuine product. Demand Cakes.

A. R. BREMER CO., Chicago.

Father Your Head with

Coke Shampoo

& Toilet Soap

For sale by A. J. Arnold Drug Co., North Topeka; Rowley & Snow, Topeka.

RAILROAD NEWS.

Santa Fe Begins Extensive Plans For Storing Coal.

Has Contracted 100,000 Tons For Immediate Delivery.

FOR EMERGENCY USE.

Oil Increasing in Favor as Fuel Wherever Available.

Memphis Double-Tracking Out of Fort Scott.

Some time ago the State Journal printed a story predicting trouble between the railroads, and the Santa Fe particularly, and the coal miners of the west. It was alleged that the railroads were aiming to strike a death-blow to the miners' union in the west, and in anticipation of it were storing coal at different points along the line.

It has been only a few numbers ago that the coal miners in the Kansas field struck, causing trouble to consumers of coal, especially the railroads. The strike of the Colorado and Arizona miners during the past winter shut off the supply of fuel from those sources, and made it necessary to ship in whatever could be obtained from other sources. Often the only quality that could be obtained was inferior at best, and for several months the Santa Fe has been burning anything that was black.

Now, however, conditions have improved—for the present. Most of the men in the Colorado and Arizona districts have returned to work, and in the main are contented. But as a provision for emergencies the Santa Fe has ordered 100,000 tons of coal for storage purposes, to be delivered at once. Already the delivery has been begun at the rate of 15 to 20 cars per day, and will be continuing steadily until completed. The coal is of an excellent quality, coming from Frontenac, Stockwell, Colo., and Tolono, Ill. It is being stored at various points along the line, and before being delivered, thus removing all waste and making it a better quality for storing. At points on the Chicago, Eastern, Southern, Kansas, Middle, Oklahoma and Western divisions storage tracks are being built. These tracks consist of a standard railroad track usually 15 or 20 feet above the ground at the highest place. On these large hopper-bottom cars will be run and the coal dumped with comparatively small labor; then when it becomes necessary to reload the coal, steam shovels will be used. In this way the Santa Fe is meeting against such emergencies as a strike, sudden scarcity, or a sudden heavy demand.

Some of these storage tracks already have been completed, and others are being built as rapidly as possible.

Along with other railroads the Santa Fe is favoring the plan of using oil for fuel in its engines, wherever available. In California a number of engines have been equipped with oil burners, and should the new field at Beaumont, Tex., prove to be what it seems, there is a likelihood that oil will become still more extensively used as a fuel on the Santa Fe.

MEMPHIS DOUBLE-TRACKING.

Will Build From Fort Scott to Washburn Junction.

Fort Scott, May 9.—Work has been begun on the construction of the Memphis road double track from this city to Washburn Junction. The appearance of the railroad construction camps in the south part of town is a reminder of the old boom days when the railroads were building to Fort Scott from several different directions. The men are camped some distance north of National avenue, where a big cut is being made through the hills. This cut will be through almost solid rock and it is estimated that more work will be required on this stretch than on any other part of the line. In order to make the grade less steep at this city south, the new cut will be raised one or two feet. This will necessitate some work on the street crossings, but the company is under contract to make the necessary fills for the streets.

It is now admitted by railroad men that the Memphis-Price becomes any sort of a Texas line, which it undoubtedly will, a double track from Kansas City to Fort Scott will not only be required, but the John branch will have to be double-tracked as far south as Cherokee, where the Texas line branches off to Miami. The single track is hardly sufficient now for the traffic of the Memphis road alone.

Many Immigrants Are Arriving. Chicago, Ill., May 9.—Immigrants to the average number of 1,000 a day are passing through Chicago at this season, en route to the northwest and southwest. Most of the arrivals are Russians and they are given employment on railroads. In the northwest they are taking the trains to Canada and Japan. Nearly 50 per cent of the immigrants are from Southern Europe. A majority of those coming from Scandinavia are going direct to the new farming districts in the northwest and southwest.

U. P. Ballasting Going On.

Salina, May 9.—Superintendent Brinkerhoff and Assistant Superintendent McFarland of the Union Pacific, were in the city Tuesday on tour of inspection of the ballast work on the main line of the road. Two ballasting crews are now at work, one this side of Cambria and the other at Bawaria. The first shipment of 52 negroes who are placing the ballast arrived at New Cambria Monday night. The 50 Italians who are doing the work preparatory for ballasting will probably arrive in Salina by Saturday as the work is progressing quite rapidly.

Kansas, Eastern Oklahoma & Texas.

Cherryvale, May 9.—The headquarters of the Kansas, Eastern Oklahoma and Texas Railroad company have been moved from Jenks, Ok., to this city. This road is projected to run from Cherryvale to Henrietta, Tex. The company held its annual meeting at Jenks on May 2, and the following officers were elected: President, J. H. Brewster of Cherryvale, Kan.; vice president, J. A. Burkholder of Jenks, Ok.; treasurer, G. W. Canfield; secretary, G. W. Hall, Jennings, Ok.; assistant secretary, Charles F. Fletcher, Cherryvale, Kan.; general manager, F. L. Pittman, Cushing, Ok.; T. H. Stanford of Independence, Kan., was elected general attorney and Charles Fletcher of this city assistant secretary.

A large amount of money has been placed along the line, and work is being begun on the survey in a short time.

New Union Pacific Directors.

New York, May 9.—Reports have been circulated in Wall street that Thomas



Building Now Being Erected by Crosby Bros. on Jackson Street For L. Beard & Co.

The above building which is now in the process of erection, is to be used exclusively for L. Beard & Co., wholesale notions. It will be 150x40 feet, and built of pressed brick and stone. The front of the first story will be devoted to the general office. The first and second stories will have balconies on three sides. There will be two elevators. Crosby Brothers already have a 50-foot front on Jackson street, and the new building will be uniform with what is already there, and it will make a handsome business block. The new building is being erected on the site of the old Commonwealth building.

T. Eckert and Alvin W. Krech, of this city, and Norman B. Ream, of Chicago, had been elected directors of the Union Pacific railroad company to succeed George Buchanan, Rowell Miller and the late John W. Doane. Mr. Eckert is president of the Western Union Telegraph company, and Mr. Krech is an official of the Mercantile Trust company, which has close connections with the Gould affiliations. At the office of the Union Pacific railroad company all the officials declined to confirm or deny the report.

SANTA FE LOCALS.

Fireman M. O. Smith is laying off. George Bennett, a machinist, laid off Wednesday afternoon.

James Wymann of the coach shop has reported for duty after a week's lay-off.

The board of the railroad Y. M. C. A. met Wednesday night at the association rooms.

The new engine on the Vinewood road is an object of interest to some of the shop men.

Charles Wheeler of the machine shop has been absent from work on account of sickness.

W. S. Towless, foreman of the water service department was in Winfield Wednesday.

Thomas Paxton of the east erecting shop has been off several days on account of sore throat.

Jack West of the coach shop, who has been out several days on account of a sore arm, is at work again.

Chief of Police Stahl was advertised to speak at the coach shop meeting this noon on the subject "Grit."

George Strohm, an apprentice in the paint shop, has resigned and expects to return to his home in the east.

John Helm, a machinist helper in the car machine shops, is laying off duty on account of the illness of his wife.

Engineer Samuel Wise is here from Marceline, Mo., to take the place on the runs made vacant by the absence of H. G. Rust. Engineer Rust has taken a lay-off of several weeks.

A number of railroad men from Argentine and Newton were in Topeka today attending the funeral of Engineer Coggins, which occurred this morning at a o'clock from the Church of the Assumption.

Otto Becker, a machinist, who left Topeka shops about six weeks ago and decided to try his hand in California, says he will return to this place before long. He says he doesn't like the California country.

Oscar Morgan of the hand-car department has reported for work after a short lay-off. Morgan moved on a new place this spring and has found it necessary to do some little repairing from time to time.

C. F. Rosengate, general superintendent,

ent, C. W. Kouns, assistant general superintendent, and C. T. McLeilan superintendent of the Eastern division, went over the cutoff Wednesday, inspecting the new improvements on that line.

Walter Copeland, assistant chief of the fire department, who was operated upon five weeks ago for appendicitis, was able to visit the shops a day or two ago. He is still under the doctor's care, but will be ready to go to work in a week or ten days.

Jacob Vukert, foreman of the plating room, is mourning the loss of a fine horse. The other morning when he was coming to work, the horse which he was driving slipped and fell, breaking its leg. The fracture proved so serious that the animal had to be killed.

Foreman John Franklin of the hand-car department is moving from 323 Elm street to 319 of the same street. Franklin believes that the house in which he has lived for several months is haunted, and in order to escape any serious consequences has decided to abandon it.

FROM NEWTON.

John Pruitt is doing the electric calling, and will probably soon be promoted to a regular job. His brother Frank will become a Santa Fe brakeman in the near future.

Harry Mason is officiating as machine foreman during the absence of General Foreman Dunlop. The latter will return to Newton from Chicago with his family the fore part of the coming week.

Engineer Ed Bowersox has gone to Great Bend, where he will relieve Bob Smith for a few days. The latter will return to be quite ill. John Wentzel went out in Bowersox's place on the left side.

S. P. Pavette has returned from Dodge City, where he has been for several weeks, and has resumed his position in the boiler shop.

Ed Anderson accidentally received a blow from a hammer in the hands of a fellow workman Monday, and was rendered unconscious for a few moments. He was carried to his home, where he soon recovered, and is at work in the machine shop again.

Fireman Martin Klabau was taken sick at Dodge City the last trip west, and had to give up his run. Elmer Dimmel came down on No. 4 in his place, and Billie Hodgson went out Tuesday on the 402 with Engineer Miller.

Al Davis, and old friend of J. D. Murphy, was here recently on his way home from California to Smithville, Tex., where he holds a position as round-house foreman. The two were old comrades in the palmy days, and both now hold a similar position.

The switchman have given up the pusher, and it again reverts to the train service department. Will Bonner is the captain in charge, while Engineer Mike

Norton and Fireman Witherspoon compose the engine crew. Conductor Will Lindner will probably take charge of the pusher in a few days.

RAILROAD NOTES.

The extension of the Missouri Pacific's day express train service westward from Kansas City to Pueblo will be inaugurated on May 15. The train leaves St. Louis at 9 a. m., and it will carry through sleepers for Colorado and the far west.

M. L. Locke, general agent of the Elliott & Hatch typewriter, was in town Wednesday conferring with some of the Santa Fe officials relative to introducing his machine in the offices here.

The Great Northern repair shops at Great Falls, Mont., have been closed on account of the strike of forty men for higher wages. The company has refused to grant the demands.

The men at the Rock Island offices who are interested in baseball will hold a meeting this evening at the general office building for the purpose of perfecting the organization of a team.

The Chicago & Eastern Illinois has advanced the wages of the shop men from 10 to 20 cents a day, according to the man's ability, age and class of work. The order is retroactive to May 1. Straight time only will be allowed for overwork.

President Hays, of the Southern Pacific, has announced his intention to leave for Texas in a few weeks for the purpose of looking over the road in this state preparatory to making extensive improvements. The Southern Pacific is now planning to capture the bulk of the Oriental traffic, and to do this and to prepare the road to handle the business when it gets it, the company has plans for extensive improvements throughout the entire system. Operations will be begun in Texas, where early improvements are most needed, and they will extend them through New Mexico and Arizona.

Miss Florence Newman, who has been a great sufferer from muscular rheumatism, says Chamberlain's Pain Balm is the only remedy that affords her relief. Miss Newman is a much respected resident of the village of New York, and makes this statement for the benefit of others similarly afflicted. This liniment is for sale by all druggists.

Salt Lake Theatre Collapses.

Salt Lake City, Utah, May 9.—The north wall of the Salt Lake theater, corner of First, South and State streets, collapsed about 2 o'clock this morning. So far as known no one was hurt. The building, which probably will have to be torn down, was built nearly forty years ago, in the days of Brigham Young, and was one of the landmarks of the city.

CONDUCTOR OF PRESIDENT'S TRAIN.



Copyright 1901, by Leslie Syndicate.

While Aboard Special the President of the United States is Under His Protection—Albright is This Official's Name.

IT WOULDN'T DO.

Queer Case of Dr. Kesner, Missouri Pacific Surgeon.

Traded a Horse to Toledo Man For Electric Battery.

HE LOST THE ANIMAL.

When Another Was Sent Ohio Man Wasn't Satisfied.

Invoked Uncle Sam's Aid and Had Doctor Arrested.

A case of horse trade for an electric battery brings Dr. Kesner, surgeon for the Missouri Pacific railway at LeRoy to the bar of the federal court. Some time ago Doctor Kesner read in a medical journal that a brother physician in Toledo, O., had an electric battery that he wanted to exchange for a horse. Dr. Kesner had a horse more than he needed and he was minus an electric battery. He wrote to the Toledo doctor giving a description of the horse and his pedigree. The Toledo doctor answered that the animal would be satisfactory to him and sent on the electric battery.

Dr. Kesner secured a buggy and an agent to take the rig to Ohio. The agent proved unfaithful to his trust and sold the horse and buggy over in Missouri somewhere. It was some time before Dr. Kesner learned of his agent's duplicity. The Toledo doctor became impatient and wrote several times in no uncertain terms. After he had received two or three of the Toledo man's caustic letters, Dr. Kesner looked about for another horse to send to the anxious and surly Ohioan to fulfil his part of the contract. He found one finally, got another agent and sent him off to Ohio with it. The second agent made the journey and delivered the horse to the Toledo physician. By the time they arrived at Toledo, the animal was gone. Dr. Kesner heard only the government witnesses and they indicted Dr. Kesner for trial at Fort Scott. Col. J. H. Richards, general attorney for the Missouri Pacific will defend the Kansas horse-trading doctor at the trial. The case was not taken to the grand jury, but is now, being continued on account of the absence of a government witness.

KEENE DID IT.

He Engineered the Corner in Northern Pacific Stock.

New York, May 9.—Dealing with the relation of things in the turmoil of Wall street, the financial writer of the Evening Post in a new leader in its last edition says:

A fundamental fact in the Northern Pacific situation today was that the Burlington deal is placed in jeopardy, as matters stand at present. Union Pacific interests, which were alarmed at the danger to their property by the Burlington's control by the Northern Transcontinental lines have bought enough Northern Pacific stock to prevent the sale of the Burlington to the Transcontinental line. The Burlington purchase by the Northern Pacific shareholders unless some agreement is made with them which will protect their interests sufficiently. The corner in the shares was unpremeditated. That development resulted, it is said from Mr. Keene's clever appreciation of the situation in the market and the legitimate demand which had heavily reduced the floating supply. The corner's secondary aspect, though the more spectacular one to the public, is a movement of far reaching correctness, namely putting a stop to the plans for the greatest of railroad mergers, upsetting President Hill's audacious plan to have Northern Pacific control the Transcontinental line.

The policy of Kuhn, Loeb & Co. has been essentially one of self protection, and being now in a dominant position with the corner of power in the Northern Pacific situation, so rudely disturbed by Mr. Hill's Burlington deal, has been restored, they will content themselves with creating lasting difficulties among the great western railroads which would follow the abandonment of the Burlington deal. There probably will now be made a triangular arrangement with the Union Pacific, about the control as well as Northern Pacific and Great Northern under modification of the burden of the guarantee.

The corner was engineered by Kuhn, Loeb & Co., were able to win their advantage were that the Hill-Morgan interests in Northern Pacific held about 400,000 shares of Northern Pacific as a permanent investment, which was practically off the market. In addition about 200,000 shares were held abroad and a good deal of this passed to the Union Pacific interests, this left virtually but 200,000 shares of the 800,000 shares of common stock outstanding available in the New York market. While there have been heavy sales of Northern Pacific by insiders the stock held for control has not been sold, and it is not likely that insiders went short of the market as has been intimated. The corner in the stock was locked for by the serious buyers of Northern Pacific, who had practically accomplished their purchases before Monday's sharp rise. The pyrotechnics in the shares are attributed to Mr. Keene, who, comprehending what was actually going on in the stock and understanding the large number of interest of speculators, went into the market and effected the corner.

Mr. Hill, it was authoritatively stated today, has not sold any of his Northern Pacific stock. His large interest was acquired last summer around 50, when the stock broke on the reduction of the common dividend and the seemingly poor traffic prospects resulting from the failure of the spring wheat harvest. He said today:

"I have not bought a share of Northern Pacific in six months."

In reference to the reported differences between the Harriman syndicate and the Morgan-Hill interests he said:

"It has been magnified a thousand times."

20,000 People Went West.

San Francisco, May 9.—The Southern Pacific passenger department has completed its statistics on the west-bound colonist movement which began February 1 and concluded on May 5. During this time the number of people who came from the east, both colonist and second class, was 20,434, as against 8,095 second-class passengers for the same period of 1900. Of this number 945 were colonists or traveled on colonist rates.

WANTS

AND
CLASSIFIED

ADS

BRING
BIG RETURNS.

To Get Before the People in the Most Direct Way Use the Columns of the State Journal.

IF

You have Lost or Found anything make it known through The State Journal.

IF

You want to Buy or Sell anything, Rent a Room or Take Boarders, try a Want or Classified Advertisement in The State Journal.

IF

You want a Situation and need assistance, a Small Advertisement will be Inserted for three days Without Charge.

IF

You Want to Hire a Man, a Boy or a Woman, an Advertisement in This Paper will bring you so many applications that you can have your pick of the best.

IF

You have property to Rent or For Sale, the easiest, simplest and cheapest way to bring it before the public is to put a little Advertisement in The State Journal. It will be read everywhere in the State of Kansas.

IF

You have anything to Trade, whether it is a Bicycle, a Stove or a Piano, tell the people about it in This Paper, if you wish to get a Customer.

IF

You have a Stock of Goods to sell, a little 25-cent Advertisement may bring you trade worth ten times the cost.

IF

You have Removed your place of Business, if you have new goods or have made any change in your business, tell it. Tell it at the rate of 50 cents per week if you don't want to invest more.

IF

Money be carefully invested in Advertising it will pay big returns. A "Small Advertisement" in The State Journal costs 5 cents a line a day.